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**ALBERT J. NEUPAVER**  
**PRESIDENT AND CHIEF EXECUTIVE OFFICER**

March 24, 2011

Chairman Daniel R. Elliot, III  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423

Dear Chairman Elliot:

Wabtec, formerly Westinghouse Air Brake Company, has a long history supplying the railroad industry. Based in Wilmerding, Pennsylvania, Wabtec boasts roughly more than 6,000 employees. We have over 50 manufacturing plants, service centers, and sales offices throughout the United States, Canada, Mexico, Europe, Asia, Australia, and South America. From humble beginnings in Western Pennsylvania, Wabtec has grown to be a global provider of rail solutions.

The original Westinghouse Air Brake was founded in 1869 by George Westinghouse, shortly after he successfully demonstrated the first straight air brake systems to the railroad industry. Three years later, Westinghouse developed the first automatic air brake system, which had a built-in safeguard whereby the brakes on the entire train would apply automatically if the train should separate or if air pressure should escape due to leakage in the system. This system was first installed on a Pennsylvania Railroad passenger train in Pittsburgh in 1872, and its efficiency dramatically improved the safety and popularity of rail transportation in North America.

This proud history has brought us to a proud present where railroads thrive under a reasonable regulatory system. More than a century ago, our nation's railroads were instrumental in triggering economic expansion and job creation. Today, freight railroads continue to drive our economy. Not only do freight railroads deliver what American businesses need and consumers want, but in doing so they create and support vital jobs, including here at Wabtec.

Unlike other modes of transportation that travel on heavily subsidized highways and waterways, freight railroads finance nearly all of their infrastructure and equipment spending themselves. Making this possible is the regulatory framework established in the Staggers Rail Act, which provides safeguards for rail customers while allowing the railroads to operate as efficient businesses.

If changes were made to undo these reasonable regulations, private rail capital would dry up and companies like Wabtec, which have been instrumental in the modernization of the American rail network, would pay a steep price. Our business depends on rail and more than 6,000 employees depend on us. Doing away with today's system of reasonable rail regulation would be bad public policy and a bad policy for this country's economic rebound.

Sincerely,

  
Albert J. Neupaver